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CITY ATTORNEY

REPORT NO. R 17 - 0 2 7 5
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REPORT RE:

**ORDINANCE AMENDING THE LOS ANGELES INTERNATIONAL
AIRPORT SPECIFIC PLAN TO FACILITATE THE LANDSIDE ACCESS
MODERNIZATION PROGRAM**

The Honorable City Council
of the City of Los Angeles
Room 395, City Hall
200 North Spring Street
Los Angeles, California 90012

Council File No. CF 17-0276-S2
CPC File No. 2016-3390-GPA-ZC-SP

Honorable Members:

This Office has prepared and now transmits for your consideration the enclosed draft ordinance, approved as to form and legality, which amends the Los Angeles International Airport (LAX) Specific Plan and, in particular, provisions relating to the Landside Access Modernization Program (LAMP).

Background and Summary of Ordinance Provisions

Planning for LAX and vicinity is governed by a number of policy documents, including the following:

- A. The LAX Specific Plan, a component of the Land Use Element of the General Plan;

- B. The LAX Specific Plan, an ordinance covering airport-owned properties in the LAX Plan area;
- C. Other General Plan elements, including the Transportation Element (Mobility Plan 2035), Noise Element, and the Westchester – Playa Del Rey Community Plan, which serves as the Land Use Element for most of the non-airport-owned properties to the north and east of LAX; and
- D. The LAX Master Plan, a broad policy document outlining the conceptual strategic planning framework for future improvements at LAX.

The LAX Specific Plan (Specific Plan) was initially adopted in December 2004 and is implemented by Los Angeles World Airports (LAWA), the City department that operates and controls LAX and is responsible for airport planning. The Specific Plan implements the objectives of the LAX Plan through zoning and development standards. The Specific Plan includes land use provisions and regulations for four sub-areas: Airport Airside, Airport Landside, Airport Landside Support, and LAX Northside.

The main objectives of LAMP are to:

- Provide new access options to the airport for all modes of travel;
- Provide easier access to rental cars and parking facilities;
- Relieve congestion at the airport and on surrounding streets;
- Improve LAX's surface transportation system;
- Integrate LAMP facilities with the existing Central Terminal Area (CTA) and new airport facilities;
- Maintain airport operations during construction; and
- Ensure the best use of future surplus property in compliance with FAA grant obligations.

LAMP will include the following components:

- An Automated People Mover (APM);
- Passenger walkway systems;
- Modifications to existing passenger terminals and parking garages within the CTA;
- Intermodal Transportation Facilities (ITF) that would include pick up and drop off facilities, passenger processing facilities, retail, dining and other amenities;
- Consolidated Rental Car Facility (CONRAC);
- 7,200,000 square feet of public parking facilities;
- Roadway improvements; and
- Utilities to support LAMP.

The first phase of the project will begin in 2017 and finish in 2024. The second phase will begin in 2025 and finish in 2035.

The proposed ordinance will amend the LAX Specific Plan to be more consistent with other specific plans in the City of Los Angeles and to facilitate LAMP. Further details regarding the ordinance are set forth in the Department of City Planning's report prepared for the City Planning Commission's March 23, 2017, meeting.

Charter Findings

Pursuant to Charter Section 559, the Planning Commission approved the draft ordinance and recommended that the City Council adopt it. Pursuant to Charter Section 632, the Board of Airport Commissioners approved the draft ordinance and recommended that the City Council adopt it. If the City Council chooses to adopt this ordinance, it may comply with the provisions of Charter Section 558 by either adopting the findings prepared by the Director of Planning or by making its own findings.

CEQA Findings

City Planning and LAWA recommends that, if you adopt the enclosed draft ordinance, you find, based on your independent judgment, after consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report (EIR) ENV-2016-3391-EIR, SCH No. 2015021014 certified on March 2, 2017, by the Board of Airport Commissioners and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

Council Rule 38 Referral

A copy of the draft ordinance was sent, pursuant to Council Rule 38, to the Department of Building and Safety, the Department of Transportation and the Department of Public Works with a request that any comments be presented directly to the City Council at the time this matter is considered.

If you have any questions regarding this matter, please contact Deputy City Attorney Kenneth Fong at (213) 978-8235. He or another member of this Office will be present when you consider this matter to answer questions you may have.

Very truly yours,

MICHAEL N. FEUER, City Attorney

By 
DAVID MICHAELSON
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DM:KTF:gl
Transmittal